

target dates fixed for the completion of the ongoing railway projects in Balasore on the Kharagpur-Khurda Road Section?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): The information is being collected and will be laid on the Table of the Sabha.

[*Translation*]

Supply of Hard Coke in Bihar

1729. SHRI BHUVNESHWAR PRASAD MEHTA: Will the Minister of COAL be pleased to state the quantity of Hard Coke supplied during 1990-91 and upto June '91 in Hazaribagh and Ranchi districts of Bihar?

THE DEPUTY MINISTER IN THE MINISTRY OF COAL (SHRI S. B. NYAMAGOUDA): According to information furnished by Coal India (CIL) the quantity of hard coke supplied by CIL sources during 1990-91 and 1991-92 (April-June) to Ranchi and Hazaribagh Districts of Bihar is as under:—

<i>District</i>	<i>(Figures to tonnes)</i>		
	<i>1990-91</i>	<i>1991-92</i>	<i>(April-June)</i>
Ranchi	1556	287	
Hazaribagh	Nil	Nil	

Transfers of Officers at Samastipur

1730. SHRI BHOGENDRA JHA: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of Railway officers/employees, posted at one place for more than three years in the North Eastern Railway particularly in Samastipur division;

(b) the reasons therefor; and

(c) the number of the officers/employees posted at the stations, near to their home, village or city in Samastipur division?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (c) Information is being collected and will be laid on the Table of the Sabha.

[*English*]

Direct Train Service from Thane to Bombay V.T.

1731. SHRI RAM KAPSE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are aware that Direct train service from Thane to Bombay V.T. (via Harbour line) was discontinued a few years back; and

(b) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes, Sir.

(b) In order to run more suburban services on the main line.

Kotah Thermal Power Plant

1732. SHRI DAU DAYAL JOSHI: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether any decision has been taken to start a second unit of N.T.-P.C. in Kotah (Anto);

(b) if so, when and if not, the reasons therefor;

(c) whether the second unit was recommended to be set up at the said place keeping in view all the relevant factors; and

(d) if so, when and if not, the name of the other recommended place?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) No, Sir.

(b) to (d) The National Thermal Power Corporation recommended in September, 1988 the addition of a module of 430 MW capacity to the existing plant on variable load basis after taking into consideration all relevant factors. A decision has since been taken that gas power stations should operate on base load. The project requires tying up of gas linkage for operation under base load.

Railway Projects in Maharashtra

1733. SHRI GOVINDRAO NI-KAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government of Maharashtra has recommended to the Union Government for the construction of some railway projects in the state;

(b) if so, the details thereof and the action thereon;

(c) whether the State Government has also proposed to share the cost of construction of some railway lines in the State; and

(d) if so, the details thereof and the decision taken by the Union Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b) Following railway projects have been recommended by the Government of Maharashtra:

- (i) Conversion of Manmad-Aurangabad MG section into BG and subsequently extending it upto Parli Vaijnath and Adilabad.
- (ii) Conversion of Latur-Barsi-Pandharpur-Miraj NG section and extending it upto Latur Road and laying a new railway line joining Osmanabad with this line.

(ii) Construction of a new broad gauge line from Ahmednagar to Parli Vaijnath via Beed.

(iv) New BG line from Khamgaon to Jalna.

(v) Conversion of Chandrapur-Gondia-Jabalpur NG to BG.

(vi) Conversion of Daund-Baramatli NG line to BG.

(c) Yes, Sir.

(d) Government of Maharashtra had proposed setting up Corporations for (i) to (v) projects above. Survey reports for the projects at (i) to (iv) indicate that these would not be financially remunerative. Survey for project at (v) has been taken up. No survey for project at (vi) has so far been done. However owing to acute resource crunch it is not possible to consider this project for the present. However, while sanctioning Konkan Railway Project, Ministry of Finance had laid down that no more corporations would be considered during the 8th Plan.

Earlier, Maharashtra Government had proposed issue of debentures for funding the Marathwada gauge conversion projects.

Railways had agreed that such contribution could be in addition to and quite separate from Railway's Annual Plan outlay and that no additional financial liability would come on Railways as a result, thereof, whether in the form of interest payment or redemption of debentures, or in any other manner. Proposal on these lines has not been received from the State Government. In the meanwhile the Ministry of Finance in a communication has opined that if such schemes are to be financed by raising of debentures outside the plan, the Central Government should agree to a pro-tanto reduction in the borrowing programme to accommodate such requests. Further they have suggested that the only way to expedite execution of these gauge conversion projects is to make adequate provision for these schemes with in the Plan outlay for Railways.